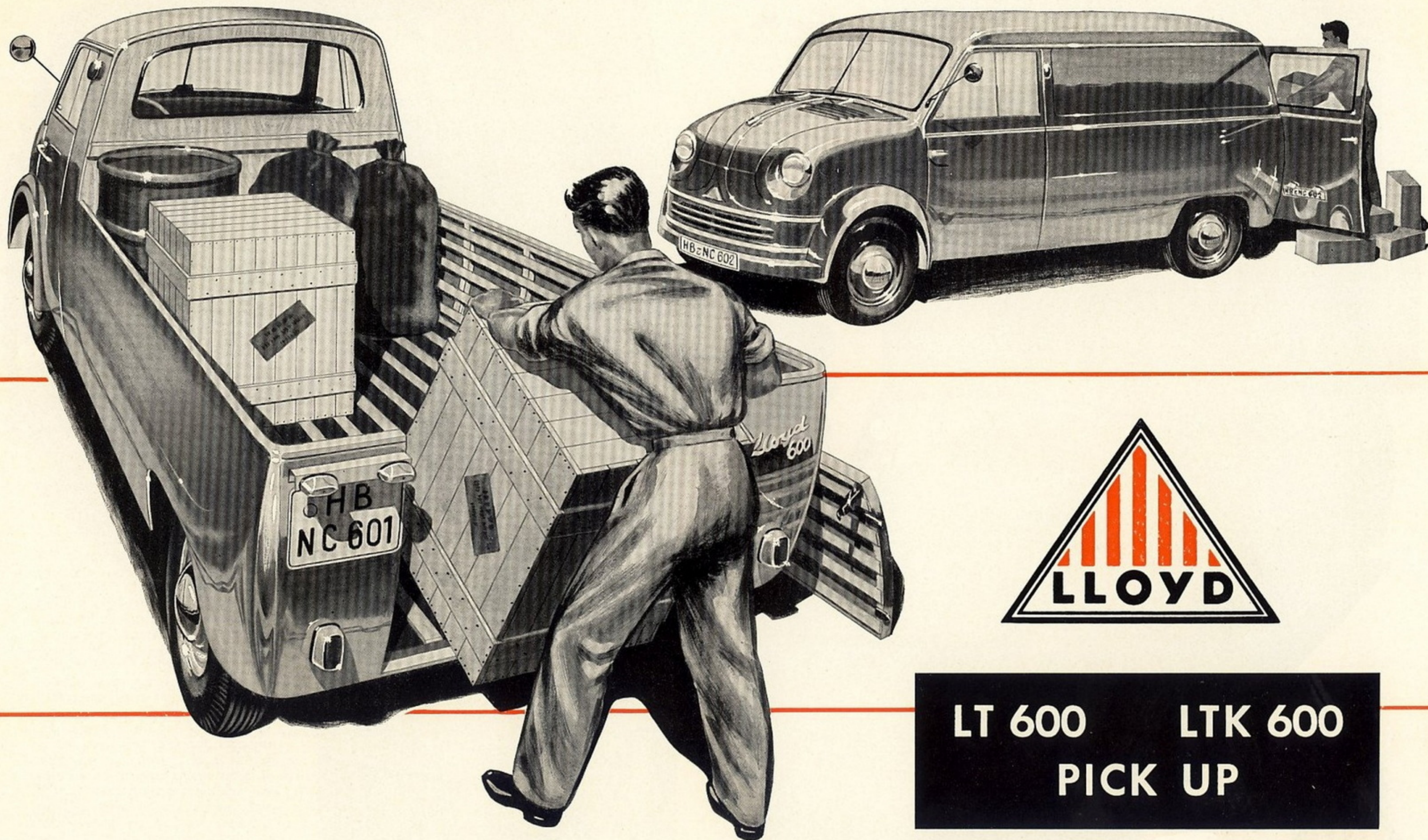




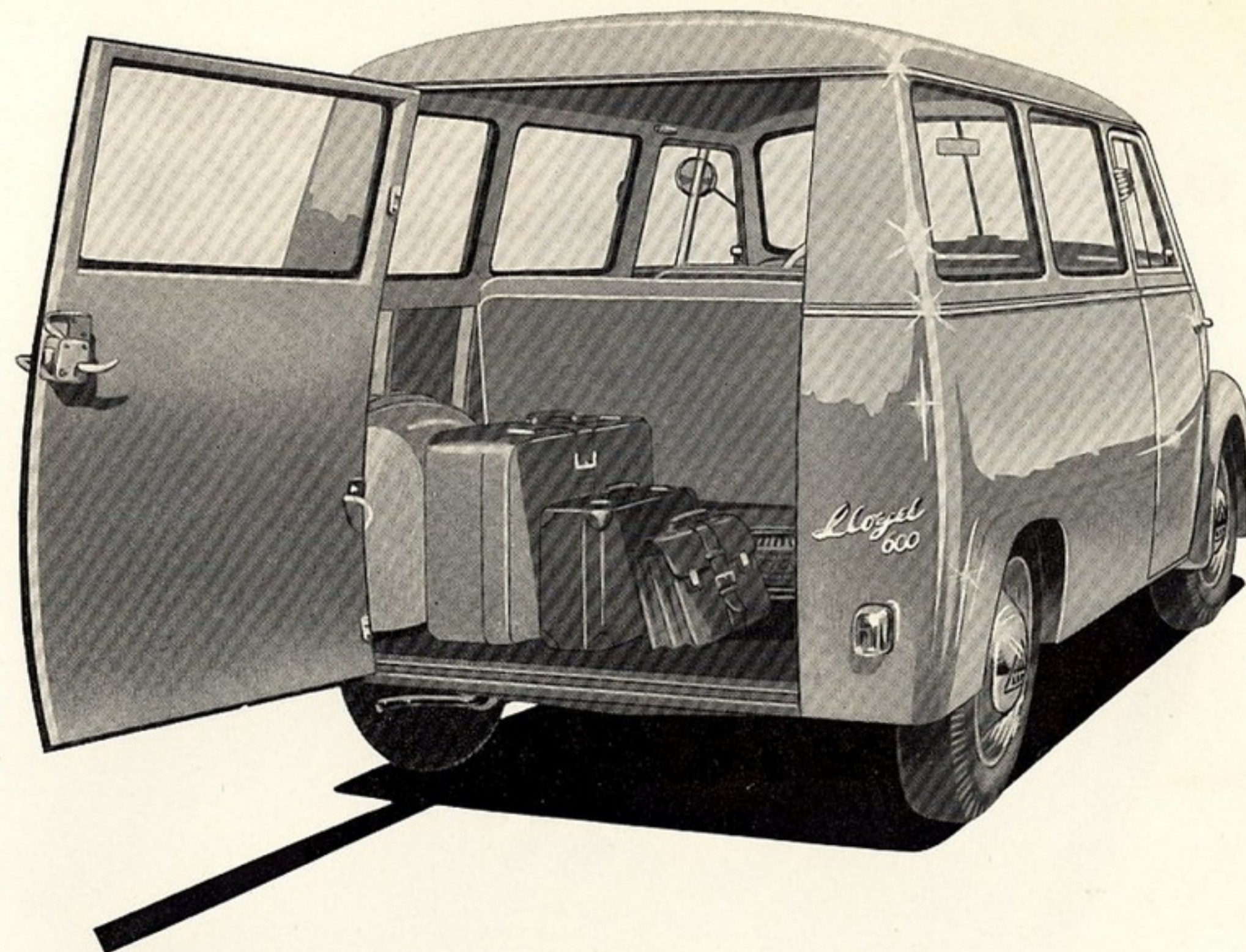
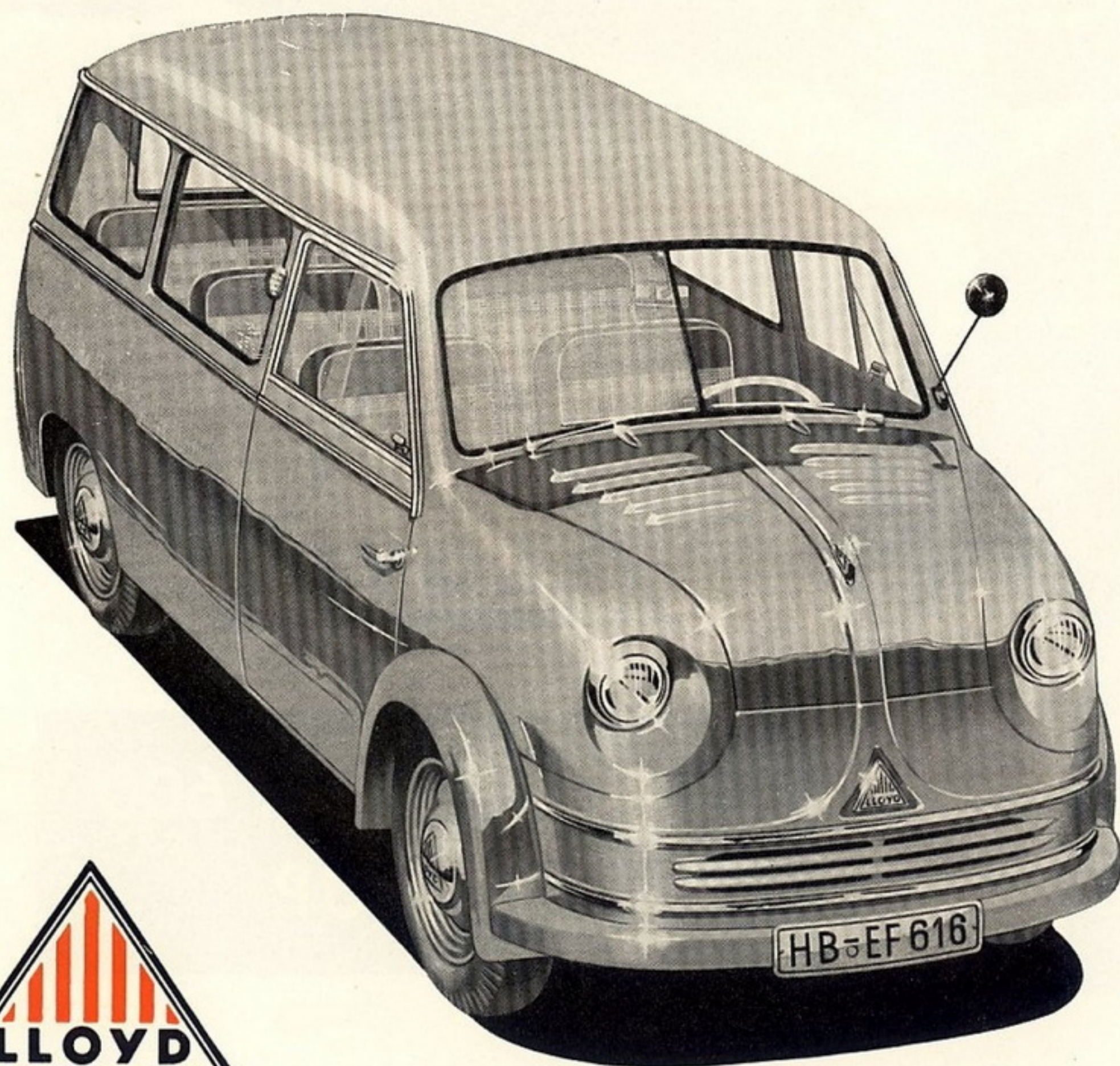
LT 600 LTK 600
PICK UP

The LLOYD LT 600 Minibus

provides adequate space for the accomodation of six adults and their luggage. It is not only low priced, but also superbly economical in operation and maintenance. It is extremely robust, easy to service and of a surprising versatility.

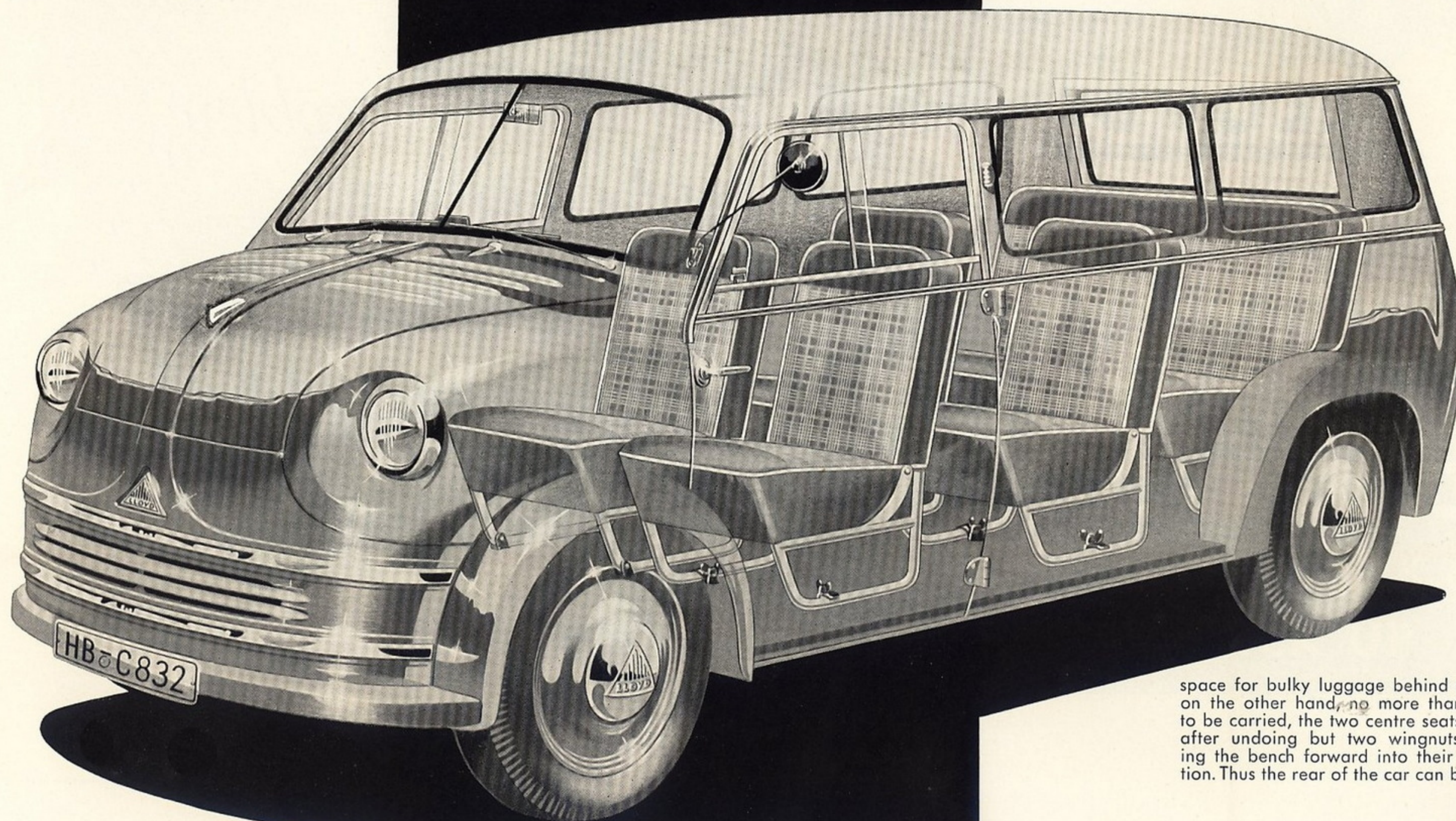
The spacious body is fitted with comfortable seats. Both front seats are equipped with backrests the angle of which is easily adjustable. The driver enjoys a most comfortable position: Steering wheel, gearshift and pedals come in the most natural positions thus ensuring superlative control at all times and an untiring drive even over very long distances.

Large safety-glass windows permit unrestricted all-round vision and for the stowing and unloading of luggage the wide rear door will be found most convenient. Despite its high transport capacity and relatively small, economy-type engine, the LLOYD Minibus is a nimble vehicle. Its maximum of 50-55 mph may be used as a safe cruising speed for hours without any ill-effects for the willing engine. Front-wheel drive and all-independent suspension provide the LLOYD with superlative roadholding under all road conditions. On ice and snow the ride in a LLOYD is much safer than in many a big and expensive automobile because the driver does not merely steer the front wheels but the



power as well, that propels the whole car. Thus, on slippery ground, the LLOYD "adjusts itself" behind its strongly pulling front wheels like a weathercock. The modest thirst of the famous 36 cu.in. (600 cc) overhead-camshaft engine makes the LLOYD one of the most economical means of road transport imaginable.

The LLOYD engine is cooled by air and, therefore, entirely independent of weather conditions. It is an easy starter on the coldest winter morning and it will not overheat even when pulling a heavy load in low gear under a blistering sun. The cooling turbine is driven by the crankshaft and supplies the cylinders

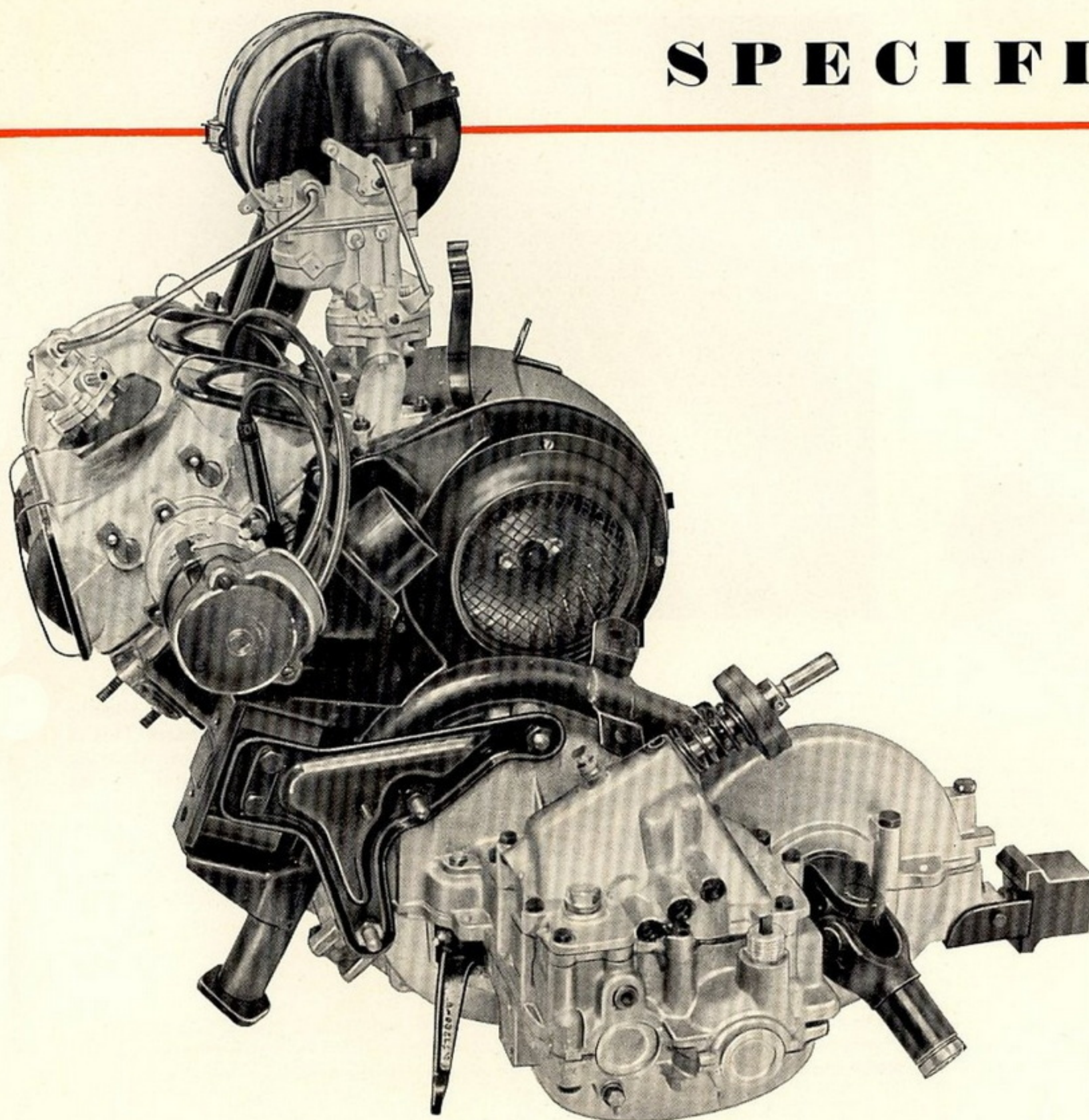


with a continuous stream of fresh air at the rate of the engine speed alone. There is, of course, no radiator to freeze up or leak, no need for expensive anti-freeze fluids, no topping-up worry, no water hose or pump which might become defective. The LLOYD engine warms up quickly and keeps its own correct working temperature all the time. Forming a compact unit with the engine is a four-speed and reverse gearbox with synchromesh to all forward speeds. Gearshifting is supremely easy, calling for no skill at all.

Where additional luggage space is required, a long-wheelbase version of the LT 600 is available at a slight extra charge. In this model there is ample

space for bulky luggage behind the bench-seat. If, on the other hand, no more than four people are to be carried, the two centre seats may be removed after undoing but two wingnuts each and moving the bench forward into their now vacant position. Thus the rear of the car can be converted into a

SPECIFICATION



really enormous stowing room. This proves extremely useful if the LT 600 is to be used as a camping car to take along tents, fishing tackle, inflatable boats, etc. beside the normal luggage. The top, normally a one-piece steel pressing, can be fitted with a sliding sun-roof at a nominal extra charge.

Engine: Air-cooled twin-cylinder four-stroke, mounted in rubber-cushions.
Bore: 3.03 in. (77 mm.)
Stroke: 2.52 in. (64 mm.)
Capacity: 36.36 cu. in. (596 c.c.)
Compression ratio: 6.6
Horsepower: 24 (SAE) HP at 4,500 r.p.m.
Carburettor: downdraught Solex

Transmission: Four-speed and reverse gearbox with synchromesh to all forward speeds in unit with engine and final drive. Single-plate clutch, constant velocity universal joints on wheel-side of frontwheel drive shafts.

Electrical equipment: Bosch ignition with 6 volt 66 Ah battery. 160 watt dynamo and separate selfstarter with sliding-pinion engagement.

Chassis: Central backbone-tube welded into strong integral platform with transverse members and floor plate. All-independent suspension by superimposed double transverse half-elliptic springs front and half-elliptic longitudinal spring and forged steel swing-axle rear. Telescopic dampers. Brakes: Lockheed type hydraulic brakes with 8 in. (200 mm.) diam. drums. Mechanical parking brake acting on front wheels.

Steering: Rack and pinion with divided track-rod.

Tyres: 5.60-13 in. tubeless safety tyres.

Fuel tank: 7 Imp. (8.3 US) Gallons capacity.

Body: Composite construction with steel roof and steel side panels. Two wide side doors and rear door. Sliding windows. Minibus: four separate seats and rear bench-seat.

Equipment: Internally lighted speedometer with mileage recorder. Blinking indicators with warning lamp on dashboard. Dynamo warning light, foot-controlled dip-switch, tandem screenwipers and sparewheel.

Main dimensions in inches	standard	long	Pick up	Main dimensions in inches	standard	long
Length	139 ³ / ₄	159 ¹ / ₂	159 ¹ / ₂	Wheelbase	92 ¹ / ₂	112 ¹ / ₂
Width	58 ¹ / ₂	58 ¹ / ₂	58 ¹ / ₂	Track front	45 ¹ / ₄	45 ¹ / ₄
Height	64 ³ / ₁₆	64 ³ / ₁₆	64 ³ / ₁₆	Track rear	45 ¹ / ₄	45 ¹ / ₄

Loading spaces in inches	standard	long	Pick up	Loading spaces in inches		
Length	63	78 ³ / ₄	77 ¹ / ₄	Height	49 ¹ / ₄	49 ¹ / ₄
Width	50 ¹ / ₂	50 ¹ / ₂	54 ¹ / ₂			

Weights in lbs	LT	Van	LT long	Van long	Pick up		
Dry weight	1520	1425	1570	1470	1370		
Payload *	1090	1200	1050**	1150	1050		

Maximum speed: 53 mph

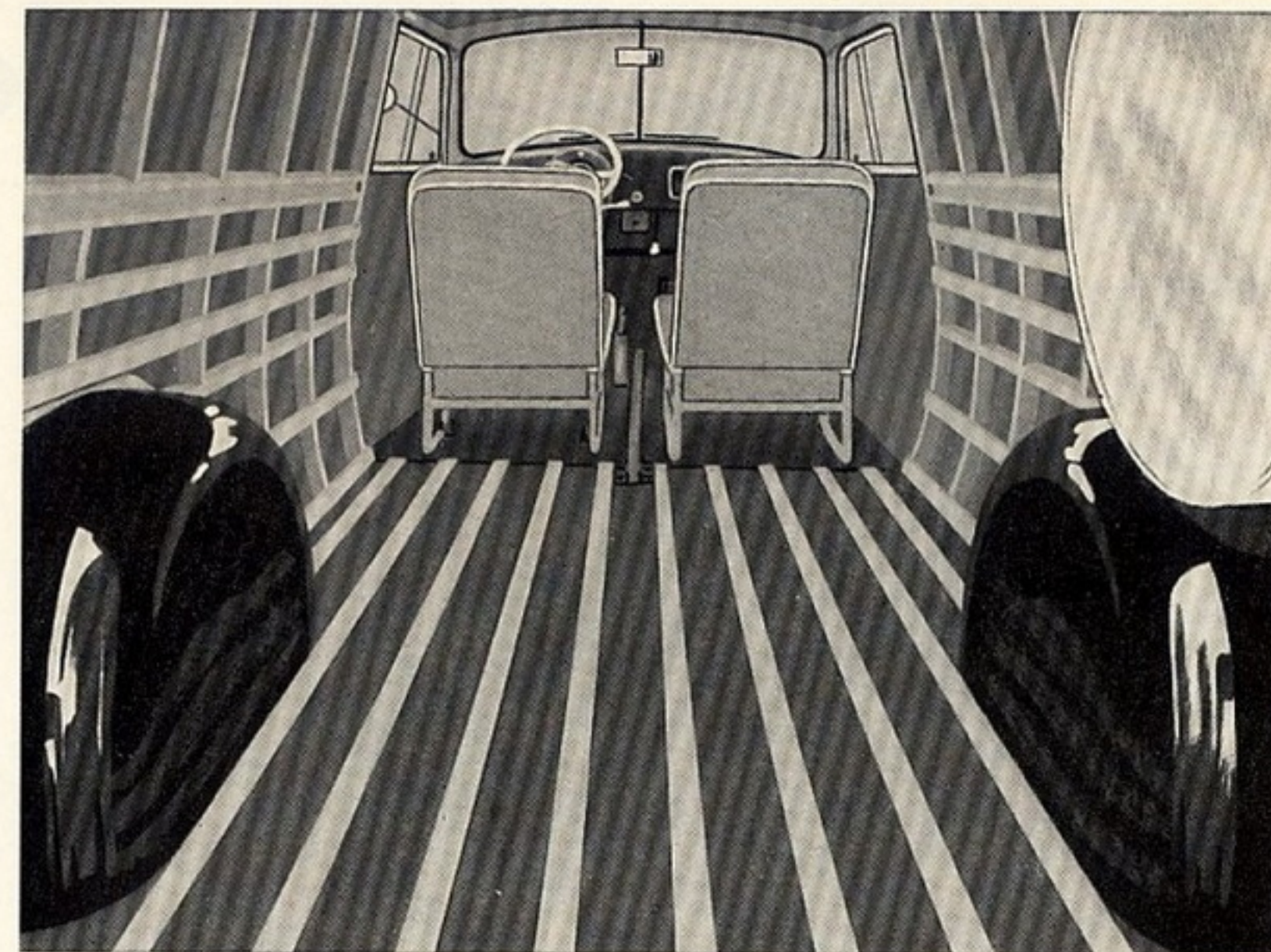
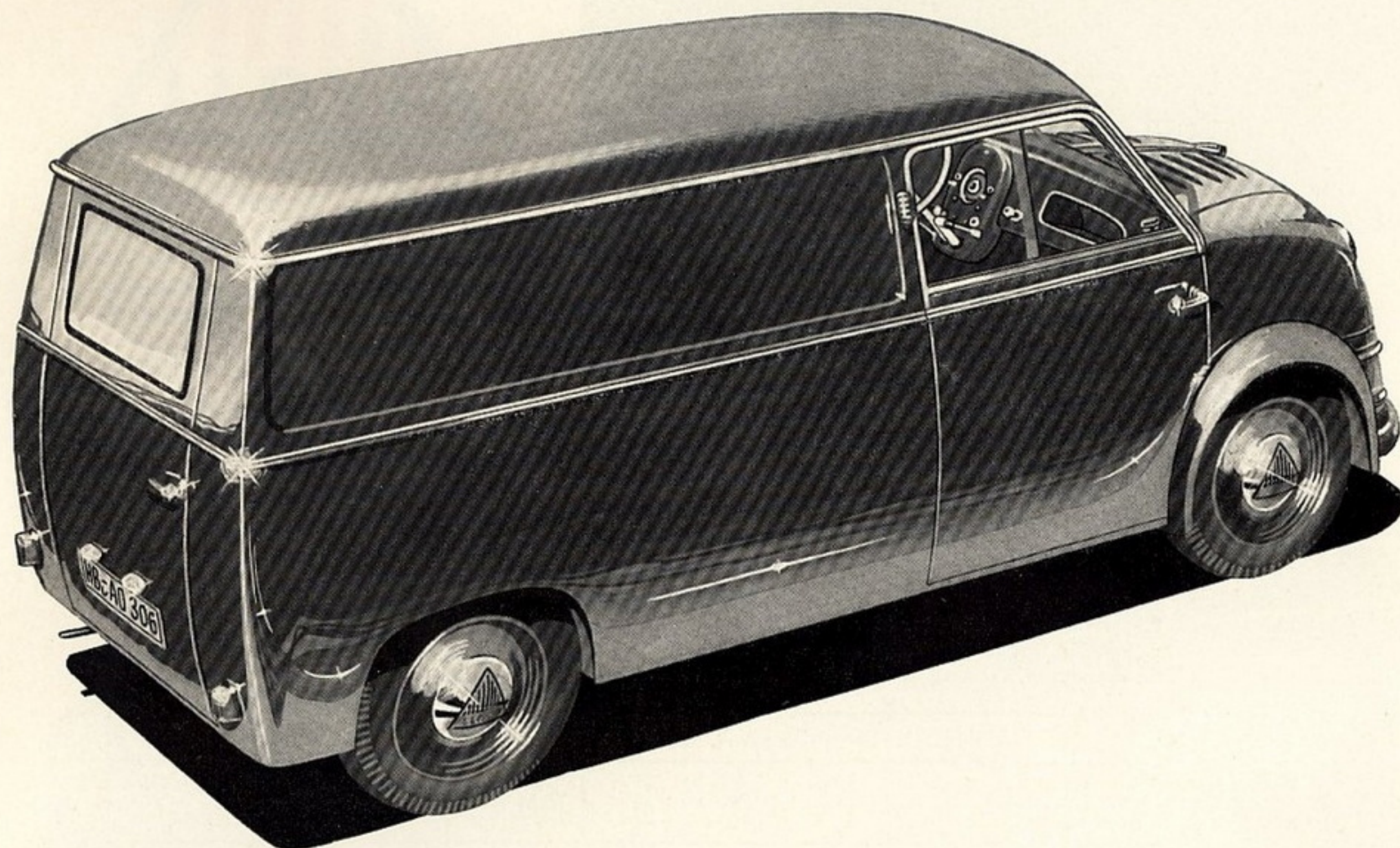
Fuel consumption: 35-45 (Imp) gall. ***

* including weight of driver

** 6 passengers and luggage

*** measured at ³/₄ maximum speed

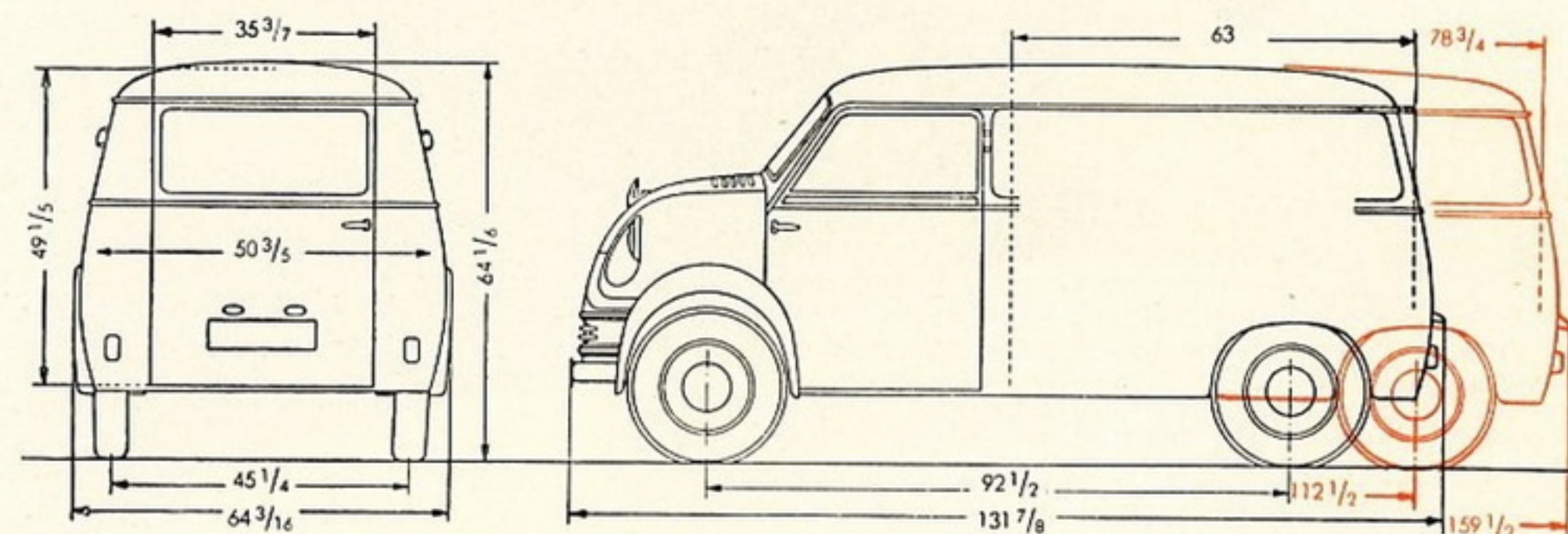
Design and specification subject to change



all linkages being rubber-bushed. Like the Minibus, the Van is available with two different lengths of wheelbase: standard and long-chassis. This is not the case with the Pick-up which is supplied solely on the long chassis. This model has a closed cab for the driver and co-driver, fitted with a wide safety-glass rear window. Its body sides are very low for 'extreme ease of loading and unloading. Like all other LLOYD models it combines ease of handling with utmost fuel economy, robustness of construction, low maintenance and repair cost and an extremely high safety factor in its road-holding qualities. See your nearest LLOYD-dealer who will gladly arrange for a demonstration.

The LLOYD LT 600 VAN

In addition to the Minibus the LLOYD range of production includes the LT 600 Van and the LT 600 Pick-up. Both these models are identical with the Minibus as far as the strong backbone-type chassis, the power unit and suspension are concerned. The van proves an exceedingly practical vehicle especially for town deliveries. It is suited for the transportation of delicate foodstuffs, as the whole of the power unit and transmission is concentrated in the nose of the car and engine smells and fumes cannot reach and spoil the load. By tilting forward the co-driver's seat, the loading space can also be reached through the front door, thus facilitating access in narrow parking spaces. The unbroken floor of the stowing space is a mere 12 inches above ground but, at the same time, the ground clearance of the vehicle is not impaired, as there is no bulky axle or differential casing below it. The whole suspension system is devoid of lubricating points,





solves your transport problem!

LLOYD MOTOREN WERKE GMBH BREMEN